

EXHIBIT 4

Central Business District (CBD) Tolling Program

Finding of No Significant Impact

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G		
9 – Visual Resources		Changes in visual environment resulting from new tolling infrastructure and tolling system equipment	Area of visual effect	Narrative	Infrastructure and equipment will be similar in form to streetlight poles, sign poles, or similar structures already in use throughout New York City. Cameras included in the array of tolling system equipment will use infrared illumination at night to allow images of license plates to be collected without any need for visible light. The Project will have a neutral effect on viewer groups and no adverse effect on visual resources							No	No mitigation needed. No adverse effects
10 – Air Quality	Increases or decreases in emissions related to truck traffic diversions ...Continued below...		Cross Bronx Expressway at Macombs Road, Bronx, NY	Increase or decrease in Annual Average Daily Traffic (AADT)	3,901	3,996	2,056	1,766	3,757	2,188	3,255	No	No mitigation needed. No adverse effects Enhancements 1. Refer to the overall enhancement on monitoring at the end of this table. 2. TBTA will work with NYC DOHMH to expand the existing network of sensors to monitor priority locations and supplement a smaller number of real-time PM _{2.5} monitors to provide insight into time-of-day patterns to determine whether the changes in air pollution can be attributed to changes in traffic occurring after implementation of the Project. The Project Sponsors will select the additional monitoring locations in consideration of air quality analysis in the EA and input from environmental justice stakeholders. NYS Department of Environmental Conservation (NYSDEC) and other agencies conducting monitoring will also be consulted prior to finalizing the monitoring approach. The Project Sponsors will monitor air quality prior to implementation (setting a baseline), and two years following implementation. Following the initial two-year post-implementation analysis period, and separate from ongoing air quality monitoring and reporting, the Project Sponsors will assess the magnitude and variability of changes in air quality to determine whether more monitoring sites are necessary. Data collected throughout the monitoring program will be made available publicly as data becomes available and analysis is completed. Data from the real-time monitors will be available online continuously from the start of pre-implementation monitoring. ...Continued below...
				Increase or decrease in daily number of trucks	509	704	170	510	378	536	50		
				Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No		
			I-95, Bergen County, NJ	Increase or decrease in AADT	9,843	11,459	7,980	5,003	7,078	5,842	12,506	No	
				Increase or decrease in daily number of trucks	801	955	729	631	696	637	-236		
				Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No		
			RFK Bridge, NY	Increase or decrease in AADT	18,742	19,440	19,860	19,932	20,465	20,391	21,006	No	
				Increase or decrease in daily number of trucks	2,257	2,423	2,820	3,479	4,116	3,045	432		

- Increase in annual average daily traffic in Bergen County under all scenarios two to four times greater than the Bronx.
- Increase in number of trucks in Bergen County under all scenarios but one
- FHWA finds “NO” adverse air quality effects, “NO” potential adverse effect, and “NO mitigation needed.”

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10 – Air Quality (Cont'd)		Increases or decreases in emissions related to truck traffic diversions (Cont'd)	RFK Bridge, NY (Cont'd)	Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No	No	<p>3. MTA is currently transitioning its fleet to zero-emission buses, which will reduce air pollutants and improve air quality near bus depots and along bus routes. MTA is committed to prioritizing traditionally underserved communities and those impacted by poor air quality and climate change and has developed an approach that actively incorporates these priorities in the deployment phasing process of the transition.</p> <p>Based on feedback received during the outreach conducted for the Project and concerns raised by members of environmental justice communities, MTA coordinated with MTA NYCT which is committed to prioritizing the Kingsbridge Depot and Gun Hill Depot, both located in and serving primarily environmental justice communities in Upper Manhattan and the Bronx, when electric buses are received in MTA's next major procurement of battery electric buses, which began in late 2022. This independent effort by MTA NYCT is anticipated to provide air quality benefits to the environmental justice communities in the Bronx.</p>
11 – Energy		Reductions in regional energy consumption	28-county study area	Narrative	Reductions in regional VMT will reduce energy consumption							No	No mitigation needed. Beneficial effects
12 – Noise		Imperceptible increases or decreases in noise levels resulting from changes in traffic volumes	Bridge and tunnel crossings	Narrative	The maximum noise level increases (2.9 dB(A)), which were predicted adjacent to the Queens-Midtown Tunnel in Tolling Scenario D, will not be perceptible.							No	No mitigation needed. No adverse effects
			Local streets	Narrative	Tolling Scenario C was used to assess noise level changes in Downtown Brooklyn. Tolling Scenario D was used at all other locations assessed. The maximum predicted noise level increases (2.5 dB(A)), which were at Trinity Place and Edgar Street, will not be perceptible. There was no predicted increase in noise levels in the Downtown Brooklyn locations.							No	Enhancement Refer to the overall enhancement on monitoring at the end of this table.
13 – Natural Resources		Construction activities to install tolling infrastructure near natural resources	Sites of tolling infrastructure and tolling system equipment	Narrative	No effects on surface waters, wetlands, or floodplains. Potential effects on stormwater and ecological resources will be managed through construction commitments. The Project is consistent with coastal zone policies.							No	Refer to Final EA Chapter 13, "Natural Resources," for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.
14 – Hazardous Waste		Potential for disturbance of existing contaminated or hazardous materials during construction	Sites of tolling infrastructure and tolling system equipment	Narrative	Soil disturbance during construction and the potential alteration, removal, or disturbance of existing roadway infrastructure and utilities that could contain asbestos-containing materials, lead-based paint, or other hazardous substances. Potential effects will be managed through construction commitments.							No	Refer to Final EA Chapter 14, "Asbestos-Containing Materials, Lead-Based Paint, Hazardous Wastes, and Contaminated Materials," for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.
15 – Construction Effects		Potential disruption related to construction for installation of tolling infrastructure	Sites of tolling infrastructure and tolling system equipment	Narrative	Temporary disruptions to traffic and pedestrian patterns, and noise from construction activities, with a duration of less than one year overall, and approximately two weeks at any given location. These effects will be managed through construction commitments.							No	Refer to Final EA Chapter 15, "Construction Effects," for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.

- Mitigation offered only to the Bronx
- Mitigation carried out by NY-based agencies only

June 2023

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DOT_0000379